

Village of Burr Ridge Traffic Survey

August, 2003



Introduction

In 1999, the Village hired a consultant to perform a traffic study in and around the Burr Ridge Corporate Park and recommendation ways to minimize the impact of cut-through traffic in residential areas. As a follow-up to that study, in 2000, a Citizen Survey concerning this matter was sent to all residents of the Village to determine what course of action should be taken. As a result, some minor improvements were made. After some considerable discussion, the Village Board agreed to take a "wait-and-see" approach to the problem before proceeding to the next level of improvements, many of which could potentially have a negative impact on the residents themselves.

On July 12, 2003, as part of the Village Board's bi-annual Strategic Plan/Goal Setting Workshop, this issue was once again discussed. It was agreed that, now that 3 years have passed, it was time to revisit this issue and hold discussions with affected property owners to determine if the volume of traffic has increased to the point of warranting further action.

In order to begin this review, the Village distributed a survey to residents in the Chasemoor Subdivision and 72nd Street/Pleasantdale areas. The questions were designed to gauge their opinions about traffic problems and potential solutions. What follows is a comprehensive report including all responses to open and closed ended questions.

Response Rate

The Village distributed 261 total surveys, with 195 going to residents in Chasemoor and 66 to the residents in the 72nd Street/Pleasantdale area. To achieve a representative sample, a minimum of 155 surveys had to be received to say with 95% confidence that had all residents in the sample responded, the same results would have been achieved. A total of 170 surveys were returned, thereby meeting the minimum requirement.

Broken out by area, however, a minimum of 129 surveys had to be returned to say with 95% confidence that the results are representative of residents in the Chasemoor subdivision. Since 134 surveys were returned, exceeding the minimum requirement, we can say the results are representative of the Chasemoor residents. We cannot say, with any acceptable degree of confidence, that they are representative of the residents in the 72nd Street/Pleasantdale area. A minimum of 56 surveys were needed but only 37 were returned.

Observations

The data seems to indicate that more residents are concerned about the speed of traffic in their neighborhoods than the volume of traffic, however, they indicated significant concern about volume as well. An approximately equal number of respondents indicated that they would prefer speed tables/bumps and traffic circles over lane width reductions as the proposed steps taken to reduce the speed of traffic. To reduce volume, however, a majority of the residents selected signage as the most desirable action. Many wrote that they would also prefer police presence. Many respondents also indicated that they would support the installation of gates, feeling that if the volume of cut-through and non-local resident traffic was reduced, the speed of traffic would also be reduced. A majority of the respondents indicated that they would prefer signage apply at all times or during rush hours, but a majority of the respondents did not indicate when they would prefer gates to be applicable. Of the respondents that did express a preference, they selected at all times or during rush hours only.

The survey had one unanticipated outcome: the number of respondents who felt traffic in the surveyed areas were not problems at all and warranted no current action. The survey was written with the assumption that all residents in the Chasemoor subdivision and 72nd Street/Pleasantdale area would all prefer that action be taken. As indicated in the open-ended responses, however, the spectrum of options varied widely. Some respondents said this issue is of utmost importance and requires near emergency attention while some respondents said it warrants no attention at all.



Village of Burr Ridge Traffic Survey - August 2003

Comprehensive Data Report

1. In your opinion, over the last three (3) years, the volume of traffic on 72nd Street/Chasemoor Drive has: (select one)

	Chasemoor	%	72nd Street/ Pleasantdale	%
Increased significantly	62	46%	25	68%
Increased somewhat	55	41%	10	27%
Remained the same	15	11%	1	3%
Decreased somewhat	1	1%	1	3%
Decreased significantly	0	0%	0	0%
No response	1	1%	0	0%
Total	134	100%	37	100%

2. In your opinion, over the last three (3) years, the speed of traffic on 72nd Street/Chasemoor Drive has: (select one)

	Chasemoor	%	72nd Street/ Pleasantdale	%
Increased significantly	61	46%	20	54%
Increased somewhat	50	37%	10	27%
Remained the same	18	13%	4	11%
Decreased somewhat	3	2%	3	8%
Decreased significantly	0	0%	0	0%
No response	2	1%	0	0%
Totals	134	100%	37	100%

3. In your opinion, which is worse on 72nd Street/Chasemoor Drive?

	Chasemoor	%	72nd Street/ Pleasantdale	%
The speed of traffic	79	59%	19	51%
The volume of traffic	49	37%	16	43%
No response	6	4%	2	5%
Totals	134	100%	37	100%

4. Which of the following speed reducing traffic measures would you like to see installed on 72nd Street/Chasemoor Drive? (You may select more than one. Please refer to the enclosed description of each option).

Since respondents were allowed to select more than one option, this data is divided into two sets. First, the number of respondents who selected speed tables/bumps or lane width reductions as acceptable options for reducing speed in their area is listed. Second, the number of respondents who did not select either option is also listed.

	Chasemoor	%	72nd Street/ Pleasantdale	%
Speed tables/bumps	47	35%	18	49%
No Speed tables/bumps	87	65%	19	51%
Lane width reductions	20	15%	4	11%
No Lane width reductions	114	85%	33	89%



Village of Burr Ridge Traffic Survey - August 2003

Comprehensive Data Report

5. Which of the following volume reducing traffic measures would you like to see installed on 72nd Street/Chasemoor Drive? (You may select more than one).

Since respondents were allowed to select more than one option, this data is divided into two sets. First, the number of respondents who selected signage, gates or cul-de-sacs as acceptable options for reducing speed in their area is listed. Second, the number of respondents who did not select any of the available options is also listed.

	Chasemoor	%	72nd Street/ Pleasantdale	%
Signage	82	61%	25	68%
No Signage	52	39%	12	32%
Gates	53	40%	15	41%
No Gates	81	60%	22	59%
Cul-de-sac	18	13%	11	30%
No Cul-de-sac	116	87%	26	70%

If you selected signs, at which time would you prefer them to be applicable? (select one)

	Chasemoor	%	72nd Street/ Pleasantdale	%
At all times	32	24%	8	22%
Weekdays only, during the day	2	1%	2	5%
Weekdays only, 24 hours a day	1	1%	0	0%
During morning & evening rush hours only	30	22%	12	32%
Other	13	10%	2	5%
No response	56	42%	13	35%
Totals	134	100%	37	100%

If you selected gates, at which time would you prefer them to be closed? (select one)

	Chasemoor	%	72nd Street/ Pleasantdale	%
At all times	22	16%	3	8%
Weekdays only, during the day	2	1%	1	3%
Weekdays only, 24 hours a day	0	0%	0	0%
During morning & evening rush hours only	14	10%	9	24%
Other	10	7%	2	5%
No response	86	64%	22	59%
Totals	134	100%	37	100%